



Woodfield Road Extension & Improvements

Public Consultation Report
July 2022

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Executive Summary

This report details the activities and feedback received during consultation with stakeholders during fall/winter 2022, and the broader public, from February 8 to 28, 2022. During the consultation period, members of the public and stakeholders were provided with opportunities to provide feedback on:

- Option 1: Maintain existing conditions with Council-approved improvements
- Option 2: Road extension with a one-way cycle track
- Option 3: Road extension with a two-way cycle track (preferred design)

Stakeholder consultation activities included participation from Canada Post, UPS and Toronto Fire Services through virtual meetings and email communications.

Public consultation activities engaged more than 35 individuals through phone and email comments, a virtual public meeting and an online survey.

- Overall, there is general support for the preferred design of a road extension with a two-way cycle track on the east side of the road (Option 3) for its ability to provide additional connectivity and separated facilities for vulnerable users.
- Both stakeholders and members of the public expressed concerns about the potential for conflicts between people driving large trucks and vulnerable road users (i.e. people cycling, walking or rolling)
- Some stakeholders and members of the public asked to formalize the existing pedestrian and cycling connection to Lake Shore Boulevard East with no access for motor vehicle traffic, to prioritize safety for vulnerable users
- Some members of the public expressed concerns around the potential increase in non-local vehicle traffic and heavy truck traffic volumes and speed on Woodfield Road, between Queen Street East and Eastern Avenue, and other streets in the neighbourhood
- There was strong interest from members of the public for additional safety improvements for vulnerable road users, both in and near the study area

Feedback received from consultation will inform future engineering design work on the preferred design option. Construction is expected to begin in 2025 or later. Public notices will be issued prior to construction.

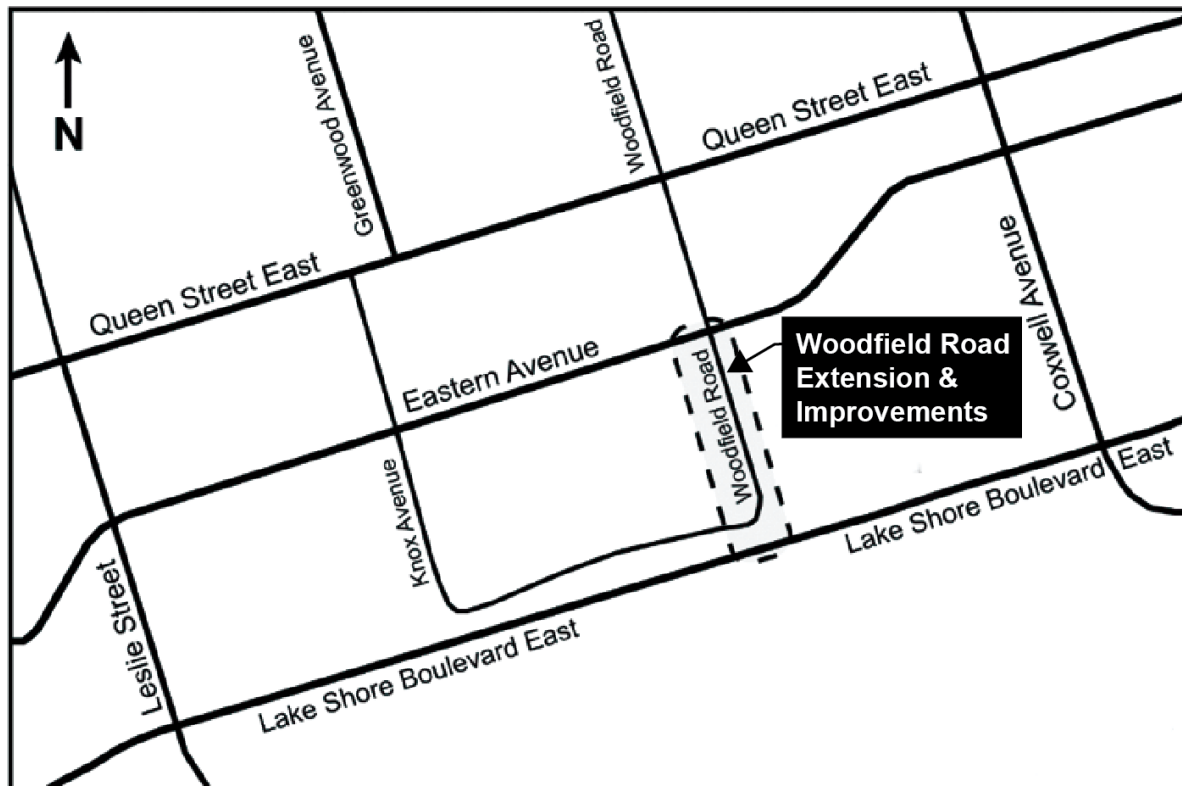
Overview

Project Summary

In September 2017, the Port Lands and South of Eastern Transportation and Servicing Master Plan (TSMP) was completed to support the planned regeneration and renewal of the Port Lands and the continued job growth in the area south of Eastern Avenue over the next 30 to 50 years. The TSMP identified the need for a new north-south roadway connection to Lake Shore Boulevard East to provide relief to Leslie Street, and recommended the extension of Woodfield Road to Lake Shore Boulevard East over other options like Knox Avenue.

To fulfill the recommendations of the TSMP, the City of Toronto is now planning to extend Woodfield Road, south of Eastern Avenue, to Lake Shore Boulevard East. The road extension provides an opportunity to improve connectivity, safety and accessibility, especially for people walking and cycling. Future construction of the extension will be coordinated with the Woodfield Road-Monarch Park Avenue Project approved by City Council in 2021.

Consultation was undertaken to better understand how to balance the operational needs of Canada Post and UPS, who are directly adjacent to the proposed project, with the connectivity needs and transportation concerns of the wider community.



Notification

A variety of methods were used to notify people of the project and opportunities to participate in the consultation:

- Project web page: toronto.ca/WoodfieldMonarchKnox
- Canada Post direct mail (3,217 addresses)
- Email to stakeholder list including residents' associations, community groups, organizations, local businesses, institutions and elected officials (24 contacts)

Notification & Consultation Activities

Virtual Stakeholder Meetings

Individual virtual stakeholder meetings were held with Canada Post and UPS in order to gain insight on the existing and future operational needs of these stakeholders, whose business operations are potentially impacted by the proposed work.

Canada Post

An initial meeting was held on September 3, 2021. The meeting reviewed the study overview, background, project timeline and relevant input provided by Canada Post from previous studies. The project team learned about Canada Post's operational needs and provided an opportunity for questions and feedback.

A second meeting was held on January 17, 2022. The meeting reviewed the project goals, project timeline, preliminary findings of the study, and presented the three proposed design options with its respective evaluation and selection of a preliminary preferred design. Opportunities for questions and feedback followed the presentation.

UPS

An initial pre-consultation meeting was held on September 3, 2021. The meeting reviewed the study overview, background, project timeline and relevant input provided to the City by other stakeholders through from previous studies. UPS also made a presentation to the project team about the business operations, identifying key operational needs and activates at the 7 Woodfield Road facility. Opportunities for questions and feedback followed both presentations.

A second meeting was held on January 22, 2022. The meeting reviewed the project goals, project timeline, preliminary findings of the study, and presented the three proposed design options with its respective evaluation and selection of a preliminary preferred design. Opportunities for questions and feedback followed the presentation.

Phone & Email Comments

Stakeholder representatives and members of the public were invited to share comments and ask questions via phone, email or written letter. A total of six (6) comment submissions were received from February 8 to 28, 2022. All comments were recorded and reviewed for consideration and response by the project team.

Virtual Public Meeting

A virtual public meeting was hosted by the project team on February 22, 2022, and was attended by seven (7) people. The meeting included a presentation followed by a Question & Answer period. The presentation slides and online feedback form were posted to the project web page on February 8, 2022. Hard copy materials were also made available upon request.

Online Survey

To provide additional feedback opportunities, an online survey was available from February 8 to 28, 2022. Twenty-five (25) respondents participated anonymously in this survey.

The survey included background information on the project, and asked the following five (5) questions:

1. Which of the following challenges on Woodfield Road, between Eastern Avenue to Lake Shore Boulevard East, are most concerning to you?
2. Please indicate your level of support for each design option.
3. If Woodfield Road is extended to Lake Shore Boulevard East, do you plan to use it for any of the following?
4. If Woodfield Road is extended to Lake Shore Boulevard East, how often would you use this new connection for walking, rolling, cycling and/or driving?
5. Do you have any other comments about the proposed extension and improvements to Woodfield Road, south of Eastern Avenue?

Feedback Summary

Highlights

- **General support for Option 3: Road extension, with a two-way cycle track:** While some stakeholders shared concerns about connecting Woodfield Road with Lakeshore Boulevard, survey respondents indicated general support for a road extension with a two-way cycle track on the east side of Woodfield Road.
- **Concerns about property impacts:** Business operators on Woodfield raised concerns about impacts to their property and operations.
- **Concerns about safety for all road users:** There were strong concerns about the potential for more conflicts between large trucks and vulnerable road users who cycle, walk or roll, especially during the morning rush hour.
- **Suggestion for extension with no motor vehicle access:** To prioritize safety for vulnerable users, some stakeholders and members of the public expressed interest in a short multi-use path with no access for motor vehicle traffic.
- **Strong interest for additional area safety improvements:** There were requests from members of the public to make the neighbourhood safer, in and around the project area, including suggestions for more traffic calming measures (e.g. speed bumps, Automated Speed Enforcement, regulatory signage (i.e. no left/right turns, one way, no entry, no heavy trucks) and local connections filling the gaps in the broader cycling network.
- **Concerns about an increase in non-local traffic:** Some local residents were concerned about potential traffic diversion onto Woodfield Road, in order to connect to Lake Shore Boulevard East more easily. There were concerns about an increase in non-local and heavy truck traffic volumes and speeding on Woodfield Road and other neighbouring streets.

Virtual Stakeholder Meetings & Comment Submissions

The questions and comments received through stakeholder meetings and email with Canada Post and UPS are summarized below:

Theme	Comment Summary
Consultation & study process	<ul style="list-style-type: none"> Concerns that the project will move forward despite some community objections
Mid-block parking & parking supply	<ul style="list-style-type: none"> With Option 3, the parking area currently used by UPS will be removed. Suggest that parking on the west side of the road be considered. Clarification needed on whether there is capacity within the permit parking zone for on-street usage Clarification needed on whether the City be able to assist UPS in providing other options for dedicated parking
Operations	<ul style="list-style-type: none"> Clarification needed on how the construction of the project will negatively impact traffic flow for Canada Post's 24/7 operations. For Canada Post, 95 per cent of all trucks in the building exit the facility via Woodfield Road onto Eastern Avenue, creating a backlog of traffic. Fewer trucks back up and there is no flag person when trucks back up. Larger trucks (carriers) that use Woodfield Road are typically contractors. For UPS, 80 per cent of dispatches are conducted on Woodfield Road. There is traffic congestion between 7 a.m. to 9 a.m. Peak times are between 7:30 p.m. to 8 a.m.
Project scope	<ul style="list-style-type: none"> Clarification needed on whether the connection could be
Safety	<ul style="list-style-type: none"> Overall concerns that cycle tracks will bring more people cycling in an industrial area and more potential for conflicts between heavy vehicles and cyclists. Clarification needed on how this project fits in with the City's Vision Zero plan. Concerns about safety and increased collision risk between heavy trucks and cyclists For Option 3, Canada Post's fears WB20 trucks will need to go over the cycle track in order to maneuver into the loading dock parking lot
Traffic modelling	<ul style="list-style-type: none"> Clarification needed on how the vehicular, pedestrian and cycling demand and through-traffic are calculated in the traffic modelling

Phone & Email Comments

Comments received via phone/email from members of the public are summarized below:

Topic	Comment Summary
High cost	<ul style="list-style-type: none"> Improvements in Option 3 are not essential, and the high cost would not be worth the benefits
Increased non-local traffic	<ul style="list-style-type: none"> Already a drastic increase in traffic due to the recent installation of traffic lights at Woodfield Road/Gerrard Street East People will use Woodfield Road to bypass the TTC at Gerrard Street East/Coxwell Avenue, or use the new traffic signal to turn (instead of one of the other streets with a stop sign) Existing concerns about truck traffic and motor vehicle speeds in an area with many young families, as well as two schools and two daycares Interest in seeing alternative plans that will prohibit increased traffic instead of increasing it Would not like to see this project move ahead Extension will cause a significant increase in traffic on Connaught Avenue, especially when the Queen Street East-Eastern Avenue block of Woodfield Road becomes a northbound street
Support for extension with no access for motor vehicle traffic	<ul style="list-style-type: none"> Should be for people cycling, walking or rolling only, like the intersection at Lake Shore Boulevard East/Joseph Duggan Road Option 3 introduces another conflict point where people driving can hit people cycling Prefer existing conditions, with 1.2 km of roadway, uninterrupted by traffic signals for people walking, cycling and rolling
Protection for people cycling	<ul style="list-style-type: none"> Barriers needed to protect cycle track from snow plows filling it with snow Many UPS trucks parked on the sidewalk at their facility Add bicycle signals at the extension, similar to what's at Gerrard Street East and Dundas Street East
Project purpose	<ul style="list-style-type: none"> Concerns that the purpose of the extension is to save time for people driving and turning north onto Coxwell Avenue
Suggestions for other local transportation improvements	<ul style="list-style-type: none"> Need additional traffic calming in the neighbourhood Add cycle tracks on Eastern Avenue, from Woodfield Road to Queen Street East at Kingston Road Add protected bikeways to Leslie Street

Virtual Public Meeting

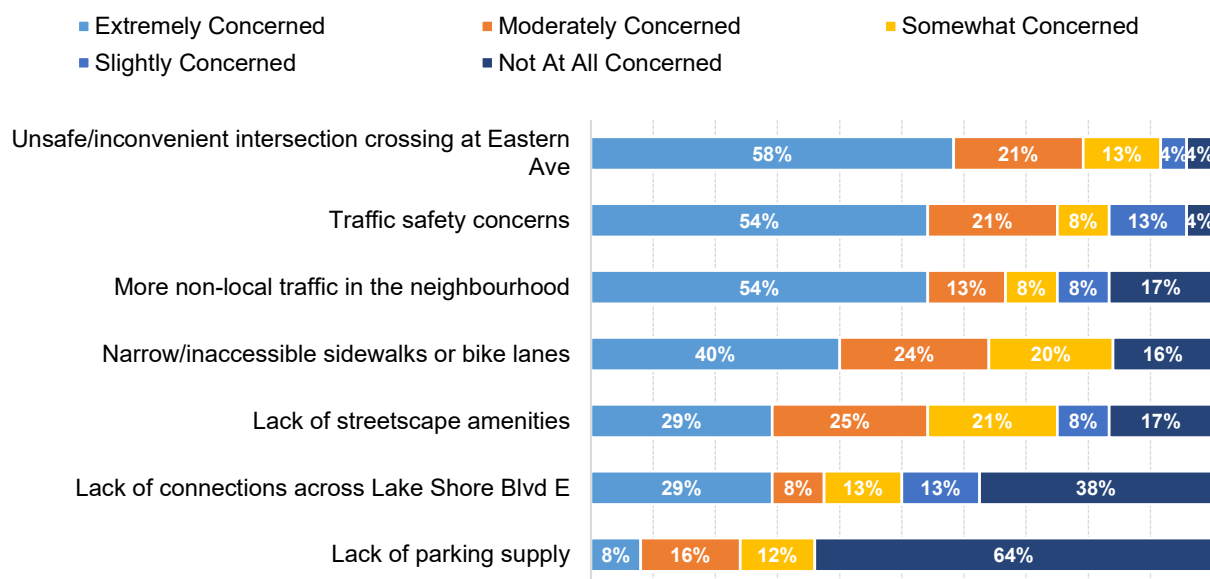
During the virtual public event held on February 22, 2022, participants expressed questions and comments summarized below:

Theme	Question/Comment Summary
High cost	<ul style="list-style-type: none"> Concerns about the cost of the project when access to Lake Shore Boulevard East is only 400 m away from Coxwell Avenue
Safety for vulnerable road users	<ul style="list-style-type: none"> Clarification needed on what type of protections will be considered for people cycling and walking at the proposed intersection at Woodfield Road/Lake Shore Boulevard East Concerns with potential conflicts between people cycling and motor vehicular traffic with an extension Prefer a connection only for people cycling or walking
Study clarification	<ul style="list-style-type: none"> Clarification needed on the overall decision-making process Clarification needed on whether the impact analysis extends to Woodfield Road, north of Eastern Avenue to Queen Street East
Study & construction timeline	<ul style="list-style-type: none"> Clarification needed on the construction timelines Clarification needed on when the traffic signals be installed at Woodfield Road/Lake Shore Boulevard East
Traffic flow & modelling	<ul style="list-style-type: none"> The delay at Leslie Street: the study hasn't taken into account about the two coffee shops on Leslie Street that create existing line ups. The option will not alleviate delays at Leslie Street. Concerns that the plan appears to propose alleviating traffic at Leslie Street and Coxwell Avenue by diverting traffic to a residential street Concerns that Woodfield Road will experience an increase in cut-through traffic between Gerrard Street East to Lake Shore Boulevard East
Impacts to people living & using Woodfield Road, between Eastern Avenue and Queen Street East, due to future switch to one-way northbound (Comments for the Woodfield Road-Monarch Park Avenue Project or out of scope)	<ul style="list-style-type: none"> Concerns that Woodfield Road will experience an increase in cut-through traffic between Gerrard Street East to Lake Shore Boulevard East, resulting in an increase in traffic noise Request for traffic calming measures north of Eastern Avenue Clarification needed on whether the Duke of Connaught P.S. has been consulted and concerns that many buses heading south on Woodfield Road to Eastern Avenue would be impacted with the change in travel direction

Online Survey

Responses received to each question in the online survey are described in this section.

1. Which of the following challenges on Woodfield Road, between Eastern Avenue to Lake Shore Boulevard East, are most concerning to you?



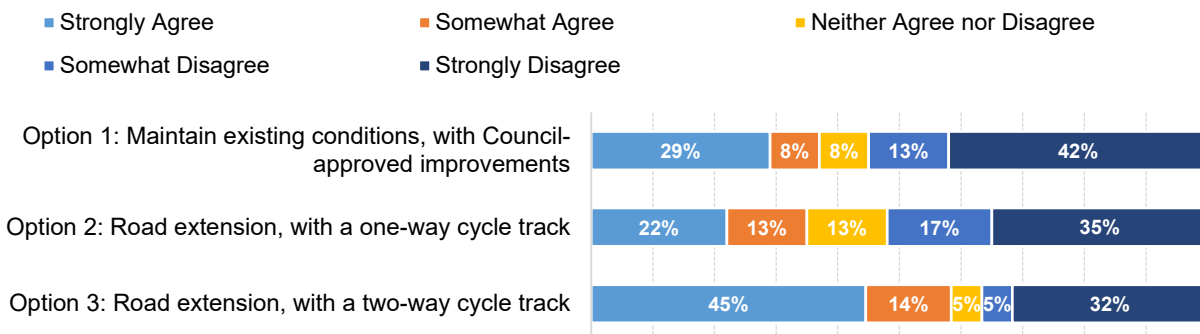
Of all responses received, the top three concerns identified were unsafe/inconvenient intersection crossings at Eastern Avenue/Woodfield Road; traffic safety concerns (e.g. conflicts with other modes of transport) and more non-local traffic in the neighbourhood.

Respondents were also highly concerned about:

- safety for people cycling, with the addition of a new intersection on Lakeshore Boulevard
- number of UPS trucks on Woodfield Road in the mornings and concerns about safety for vulnerable users
- an increase in heavy trucks using Woodfield Road, which poses safety concerns, particularly for children
- motor vehicles already speed in the school zone north of the project area, and requests for more traffic calming and photo radar in the area
- new contra-flow lane on Woodfield Road and extension will add more traffic to the street

Respondents were least concerned with the lack of connections across Lake Shore Boulevard East and the lack of parking supply.

2. Please indicate your level of support for each design option.

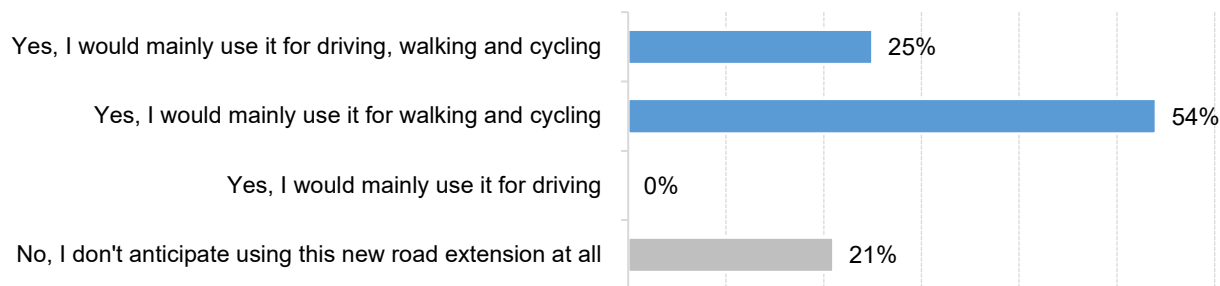


While a wide range of feedback for each option was received, Option 3: Road extension, with a two-way cycle track received the strongest level of support, followed by Option 1: Maintain existing conditions, with Council-approved improvements and Option 2: Road extension, with a one-way cycle track, respectively.

Comments on the proposed options included:

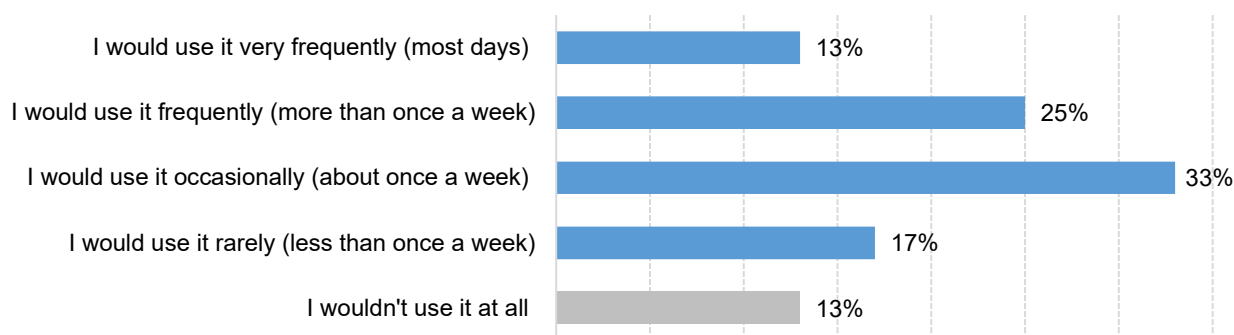
- request for protection and separation for the bikeways
- concerns that a road extension will interrupt the bike lanes on the north side of Lake Shore Boulevard East and may result in a break in flow and dangerous situations for people cycling on the Lake Shore Boulevard Trail
- concerns about UPS parking on cycle track for Option 3

3. If Woodfield Road is extended to Lake Shore Boulevard East, do you plan to use it for any of the following?



Of the 24 respondents who participated, 54 per cent indicated they would mainly use the extension for walking and cycling; 25 per cent would mainly use it for driving, walking and cycling and 21 per cent would not use it at all. No respondents indicated that they would mainly use the extension solely for driving.

4. If Woodfield Road is extended to Lake Shore Boulevard East, how often would you use this new connection for walking, rolling, cycling and/or driving?



Of the 24 respondents who participated, 33 per cent indicated they would use the extension about once a week; 25 per cent would use it more than once a week; 17 per cent would use it less than once a week; 13 per cent would use it most days and 13 per cent would not use it at all.

5. Do you have any other comments about the proposed extension and improvements to Woodfield Road, south of Eastern Avenue?

Additional comments about the project included:

Theme	Comment Summary
Cost	<ul style="list-style-type: none"> The money used to build a full intersection at Woodfield Road/Lake Shore Boulevard should be redirected to other priorities, such as housing
Increase in non-local traffic	<ul style="list-style-type: none"> Allowing cars to turn in/out of the neighbourhood from Lake Shore Boulevard East will be disruptive to the residential streets between Queen Street East and Eastern Avenue To ensure community safety north of Eastern Avenue, there should be no through traffic at Woodfield Road/Eastern Avenue Pedestrian and community safety is important to those living on Woodfield Road, south of Queen Street East, and the City hasn't responded to requests for safety improvement and is creating more points of conflict instead
Negative impact of extension	<ul style="list-style-type: none"> This will have a negative impact on the safety of people using the Lake Shore Boulevard Trail Make extension a multi-use trail, closed to motor vehicle traffic, similar to what's at Martin Goodman Trail/Joseph Duggan Boulevard This plan will reduce the safety for Duke of Connaught P.S. students crossing Queen Street East at rush hour Concerns about the flow of traffic across Eastern Avenue, north of Woodfield Road

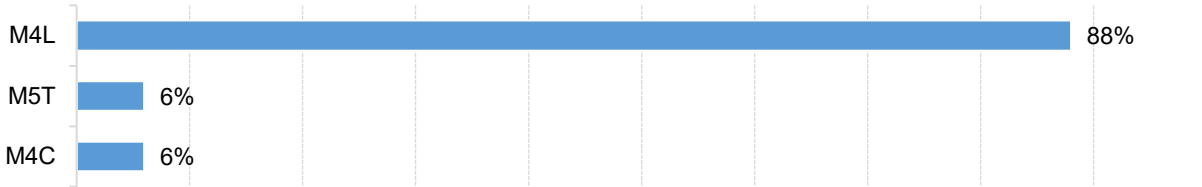
Theme	Comment Summary
	<ul style="list-style-type: none"> • Concerns that creating a new intersection will be more dangerous for people cycling on Eastern Avenue • Unnecessary project because Coxwell Avenue and Leslie Street are existing connection points for people cycling • Concerns that the final intersection design will not be safe • Concerns that truck traffic is still coming down Woodfield Road, despite signage. Recent experiences have damaged homes and left live wires on the road, creating an unsafe environment and costs to homeowners.
Safety improvements for vulnerable road users	<ul style="list-style-type: none"> • Add a signalized intersection at Woodfield Road/Lake Shore Boulevard East to maximize safety for vulnerable users, and consider prohibiting right turns on red • The three options do not seem to take into account the truck movement for Canada Post or UPS • Concerns about UPS trucks parking on bikeway
Suggestions for other local transportation improvements	<ul style="list-style-type: none"> • Need another street going south between Dundas Street East and Queen Street East • Instead of closing Lake Shore Boulevard for ActiveTO, consider widening two-way bike path located on the north side of Lake Shore Boulevard East, between Leslie Street and Coxwell Avenue

Appendix A: Online Feedback Form

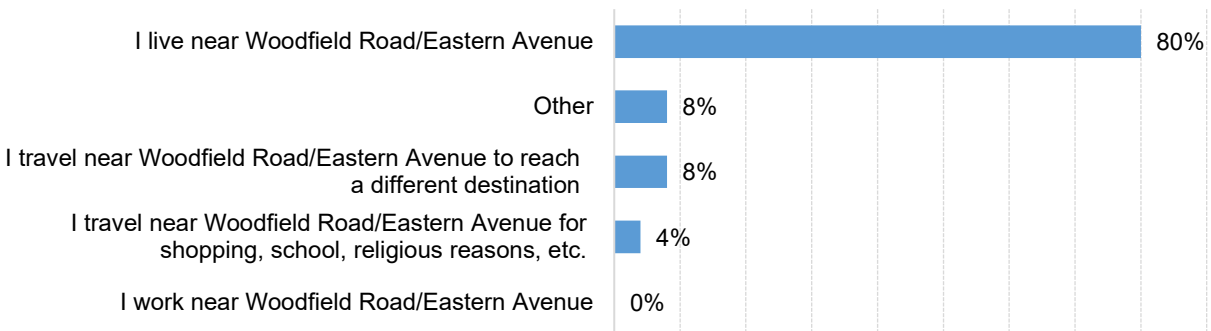
Respondent Demographics

A total of 25 respondents provided optional demographic information described below.

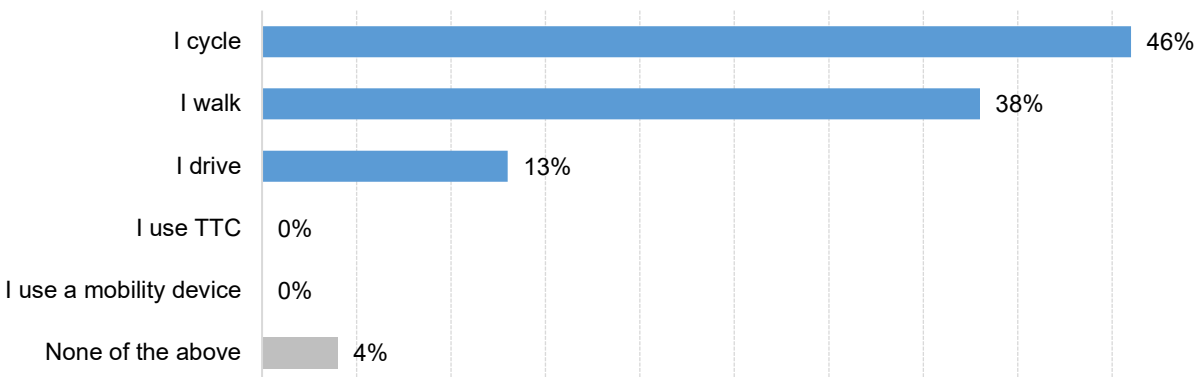
What are the first 3 characters of your postal code? (e.g. M5V)



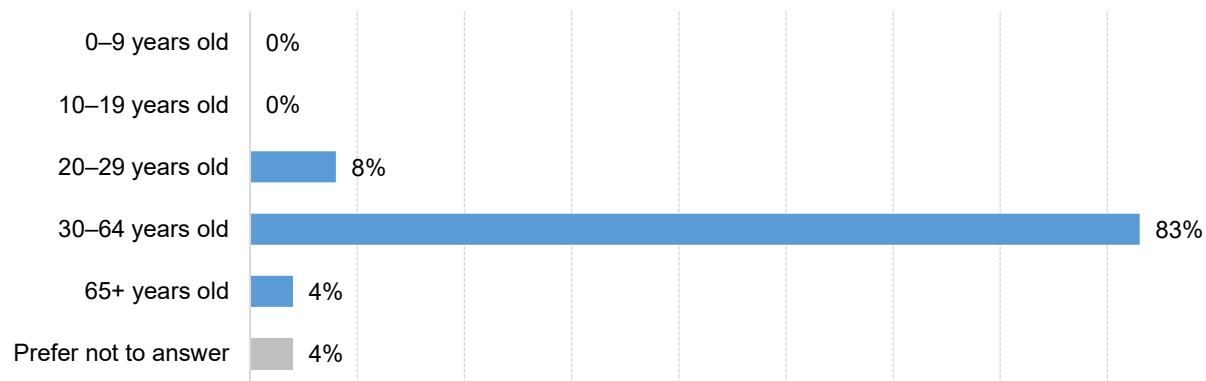
What is your relationship to the area around the intersection of Woodfield Road/Eastern Avenue?



What is your main mode of transportation on a typical weekday?



What is your age range?



What best describes your gender?

